TYPES, BREEDS,
and
MARKET CLASSES of
HORSES

I. C. S. Textbook
1921

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International Correspondence Schools

SCRANTON, PA.

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INSTRUCTION PAPER
with Examination Questions

FIRST EDITION

Types, Breeds, and Market Classes of Horses

PART 2

By I. C. S. Staff

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SCRANTON, PA.
INTERNATIONAL TEXTBOOK COMPANY
1921

ADVICE TO THE STUDENT

You learn only by thinking. Therefore, read your lesson slowly enough to think about what you read and try not to think of anything else. You cannot learn about a subject while thinking about other things. Think of the meaning of every word and every group of words. Sometimes you may need to read the text slowly several times in order to understand it and to remember the thought in it. This is what is meant by study.

Begin with the first line on page 1 and study every part of the lesson in its regular order. Do not skip anything. If you come to a part that you cannot understand after careful study, mark it in some way and come back to it after you have studied parts beyond it. If it still seems puzzling, write to us about it on one of our Information Blanks and tell us just what you do not understand.

Pay attention to words or groups of words printed in **black-face type.** They are important. Be sure that you know what they mean and that you understand what is said about them well enough to explain them to others.

Rules are printed in *italics;* they, too, are important; you should learn to repeat them without looking at the book. With rules are usually given *Examples for Practice.* Work all of these examples according to the rules, but do not send us your work if you are able to get the right answers. If you cannot get the correct answer to an example, send us all of your work on it so that we can find your mistakes. Use one of our Information Blanks.

After you have finished studying part of a lesson, review that part; that is, study it again. Then go on with the next part. When you have finished studying an Instruction Paper, review all of it. Then answer the Examination Questions at the end of the Paper. It is not well to look at these questions until you have finished studying and reviewing the whole Paper.

Answer the Examination Questions in the same order as they are given and number your answers to agree with the question numbers. Do not write the questions. If you cannot answer a question, write us about it on an Information Blank before you send in any of your answers.

Remember that we are interested in your progress and that we will give you by correspondence all the special instruction on your Course that you may need to complete it. Remember, too, that you will get more good from your Course if you learn all that you can without asking for help.

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TYPES, BREEDS, AND MARKET CLASSES OF HORSES
(PART 2)

BREEDS OF HORSES—(Continued)

BREEDS OF THE DRAFT TYPE

THE PERCHERON

1. Origin and Development.—The native home of the **Percheron breed** of horses is in the northwestern part of France, in the district of La Perche, from which the breed derives its name. The country is uneven and hilly, and is cut up in every direction by small valleys that are fertile and furnish an abundance of grass. The origin of the breed is very obscure. For many centuries horses of a draft type were in existence in the vicinity of La Perche and these, it is believed, constituted the foundation stock of the Percheron breed. According to most authorities, these native horses were crossed with oriental horses that came into France at the time of the Saracen invasion in the 8th century. Arabian blood was extensively used in the improvement of the breed as late as 1820, when two noted Arabian stallions, Godolphin and Gallipoli, were imported and freely used on the French stock. Most of the present-day Percherons trace to Gallipoli.

When the government studs were established at Le Pin and Pompadour in the 18th century the breeding of horses

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received a great impetus. The systematic breeding of Percherons along definite lines, however, did not begin until about the decade between 1860 and 1870. At the present time, the French government is active in fostering the interests of native horses. Government studs are maintained in which select animals are kept for breeding purposes. In the case of privately owned stallions, a severe inspection is made by government veterinarians and if the animals are found to be of sufficient merit they are designated as *subsidized*, and a cash bonus is paid to the owner for keeping them in the country. Horses that are not quite good enough to be subsidized are designated as *authorized*, and the owners are given a certificate, which is, in substance, a government recommendation. There is a third class known as *approved*, the animals of which are permitted to be in service but neither a bonus nor a certificate is given for them. All stallions not coming within these classes are excluded from public service. This system of government supervision, which has obtained in France for several years, has proved very beneficial to the Percheron and other native breeds.

2. The Percheron in America.—The first importation of Percheron horses into America of which there is any positive knowledge was made about 1839 to Moorestown, New Jersey, by Edward Harris. Two of the animals imported by Mr. Harris were Diligence and Bonaparte. These animals were small in size, standing about 15 hands high and weighing about 1,500 pounds. In 1851 the stallion Louis Napoleon was imported into Ohio. This horse proved to be a great breeder, and, it is claimed, was one of the best draft horses ever brought to America. It is said that over 400 of his sons were successful breeding animals. The Massachusetts Society for the Promotion of Agriculture imported several stallions and two mares in 1864 and made a second importation in 1882. It is said that some of the horses of the second importation weighed as much as 2,200 pounds. W. T. Walters, of Baltimore, Maryland, made an importation of both stallions and mares in 1866, and several other importations in later years.

He always imported more mares than stallions, and was the first to establish an important breeding stud of Percherons in America. Of the later importers, mention should be made of Mark W. Dunham and Daniel Dunham, of Wayne, Illinois; Ezra Stetson, of Neponset, Illinois; the Stubblefields, of Bloomington, Illinois; the Dillon Brothers, of Normal, Illinois; John Huston, of Blandinsville, Illinois; and the Fullingtons, of Ohio.

The Percheron breed has proved very popular in America and may be said to be increasing in public favor. Percherons have crossed extremely well with native American mares, imparting quality and size and producing marketable horses. Due to their being clean-limbed, free from superfluous hair, and of good disposition, they have always been great favorites with the American farmers, and users of heavy horses in cities show decided preference for grade Percherons. In the United States the number of recorded Percherons is greater than the number of recorded horses of all the other draft breeds combined, which fact indicates that the breed is very popular.

3. Description.—In Fig. 1 is shown a typical Percheron stallion, and in Fig. 2 the prize-winning Percheron mare Mouvette. Percherons range in height from about 16 to 17½ hands and weigh from about 1,600 to 2,200 pounds. An average weight for a Percheron stallion in good condition is from 1,900 to 2,000 pounds. The Percherons are not quite so heavy as the Belgians or the heaviest Shires, but they weigh more than the Clydesdales or the Suffolks. The Percheron has a deep, thick, compact body on rather short legs, which are devoid of the long hair characteristic of the Clydesdale and the Shire. The head is neat and refined, of good width between the eyes and the jaws, and tapers to a refined muzzle; the forehead is broad and full, indicating intelligence; and the ears are small, pointed, and carried erect. The neck is of moderate length, rather arched, and is usually set well on the shoulders, giving poise and dignity to the head; the crest is not so heavy as that of the Belgian, but it is well developed. The shoulders are long and usually obliquely set;

Fig. 1

Fig. 2

the back is short and often a little low; and the chest is deep and broad, indicating a hardy constitution. The coupling is not always as short as it should be, and the last ribs are frequently not well sprung. The hips are high and often appear prominent, due to the lack of spring to the last ribs. The croup is of moderate length and frequently more drooping than is desired; it is often rather flat on top. In many Percherons, the tail is set somewhat low and the hind legs are not always set on in the best way. The thighs and quarters are usually heavily muscled, indicating power; and the feet are of the best quality; in the latter respect the Percheron excels all the other draft breeds. The hocks are not always as clean as they should be; they are better than those of the Belgian, but not so good as those of the Clydesdale. The cannons of the Percheron are not so flat as those of the Clydesdale or the Shire, the tendons not standing back from the cannon bones as well as they should.

In action, the Percheron is quick and energetic, exhibiting considerable snap. Percherons are good walkers but have a shorter stride than either the Clydesdales or the Shires. The trot is performed with vim and energy, and the knees and hocks are usually flexed well when carried forwards. Gray and black are the predominating colors, although occasionally bay, brown, and chestnut occur. The Percheron has a sanguine temperament, and an amiable disposition, in these respects being the best of all the draft breeds.

4. Registration.—The registration of Percheron horses in America has been the cause of much controversy. This unfortunate condition of affairs resulted from the fact that in the early history of the breed in America two types of draft horses were imported from France, namely, the Percheron and the Norman. These two types were much alike in every way and at one time animals of both were registered in the same stud book in America. In 1876 the Norman Horse Society was organized. Later the name of this organization was changed to the Percheron Norman Horse Association, and it was under this title that the first stud book was pub-

lished in 1878. This change in name antagonized some of the members of the association, who withdrew and organized the National Register of Norman Horses, which was later changed to the National Register of French Draft Horses. When a Percheron society was organized in France, the word Norman was stricken from the title of the Percheron Norman Horse Association.

The American Percheron Horse Breeders' Association made an attempt to incorporate in 1885, but failed. The career of this organization proved rather unsatisfactory, and in consequence a new association, the American Percheron Horse Breeders and Importers' Association, was organized. In 1905 the name of this organization was changed to the Percheron Society of America. An association known as the Percheron Registry Company was organized in 1902. In 1911 the Percheron Society of America purchased all the records of the Percheron Register Company, so that now the latter association is no longer in existence. In 1905 another association, known as the American Breeders and Importers' Percheron Registry, was incorporated.

A Percheron society was organized in France in 1878. The rules of the French society provide that only horses bred in the Percheron district can be recorded in the French stud book. Should a Percheron mare and a Percheron stallion be taken outside of the Percheron district and mated together, the progeny, according to the rules, would not be eligible for registration. Since 1890 the rules also stipulate that all colts must be registered between 3 and 6 months of age, at which time they are inspected by a veterinarian, and, if accepted, are branded with the society's brand, S P, which is placed on the left side of the neck near the mane, about midway between the head and the shoulder. These rules were adopted with the idea of protecting the purity of the breed; however, it is claimed by American importers that horses outside of the Percheron district are frequently recorded and branded as pure-bred Percherons. Inasmuch as all of the draft horses of France are of much the same blood, the Percheron breed could not have suffered greatly from this alleged mixing.

THE FRENCH DRAFT

5. It is necessary to speak of the so-called **French Draft breed** of horses because of the fact that in America it has been the erroneous custom for many years to refer to all draft horses imported from France as French Draft horses and as of the French Draft breed. This practice has been encouraged by the organization of an association in the United States that registers draft horses from France, irrespective of breed, in a French Draft stud book. Notwithstanding the common use of the term French Draft, there is no recognized breed of this name. In France there are several breeds of draft horses, and when the first importations of animals of these breeds were made to America no differentiation was made between them, all being known as French Draft horses. The name thus applied has clung to all such animals even to this day, in America.

It is probable that all the draft horses that are imported to America from France can properly be listed as belonging to the following breeds: *Percheron*, *Boulonais*, *Breton*, *Nivernais*, *Ardennais*, and *Picardy*.

The **Percheron breed** is the best known and the best developed of the French draft breeds. It has already been discussed.

The **Boulonais breed** is found largely in the district of Boulogne in the northern part of France, not far from Belgium. The animals of this breed are larger and coarser than the Percherons, and very likely possess more Belgian than Percheron blood. Gray is the prevailing color, although some of the horses are bay. It has been claimed by the French breeders that there has been no interchange of horses between the Boulonais and the Percheron districts, but this claim is doubted by many authorities.

The **Breton breed** is found in Brittany, a section of France lying across the English Channel from England. It is not probable that many Breton horses have ever been brought to America, although it is said that many of them are sold in Paris as Normandy and Percheron horses.

The **Nivernais breed** is from the district of Nievre, in the central part of France. Most of the Nivernais are black in color, as a result of using black Percheron stallions on the mares in that region. The horses of this breed are smaller than the Percherons. It is said that not many of them have been imported into the United States; however, this fact is questioned by authorities familiar with the breed. The Nivernais are built much after the Percheron type.

The **Ardennais breed** is native to Ardennes, in the northern part of France, near Belgium. There are two types of Ardennais horses; those of one type are blocky and smaller than those of any of the other French draft horses; those of the other are of a coach type.

The **Picardy breed** is found in the northern part of France and in Belgium. Some authorities claim that the Picardy is a variety of the Boulonais. The horses of this breed are generally bay in color.

The National French Draft Horse Association of America publishes a stud book in which may be registered animals of any of the French draft breeds.

THE CLYDESDALE

6. Origin and Development.—The **Clydesdale breed** of horses originated in Scotland, in the county of Lanark, commonly called the Clydesdale district. Heavy, black Flemish stallions were used in the early development of the breed, authentic records showing that such horses were employed as early as 1715. Ever since that time much attention has been paid to the improvement of the breed and the preservation of purity of blood. So carefully have Clydesdale horses been selected for breeding and so honestly have all matters pertaining to pedigree been conducted, that the purity of blood of recorded animals of the breed is beyond question.

Two noted Clydesdale stallions whose influence on their progeny is noticeable even to the present time were Prince of Wales 673, and Darnley 222. Darnley's three best sons were Macgreggor 1,487, Flashwood 3,604, and Topgallant 1,850.

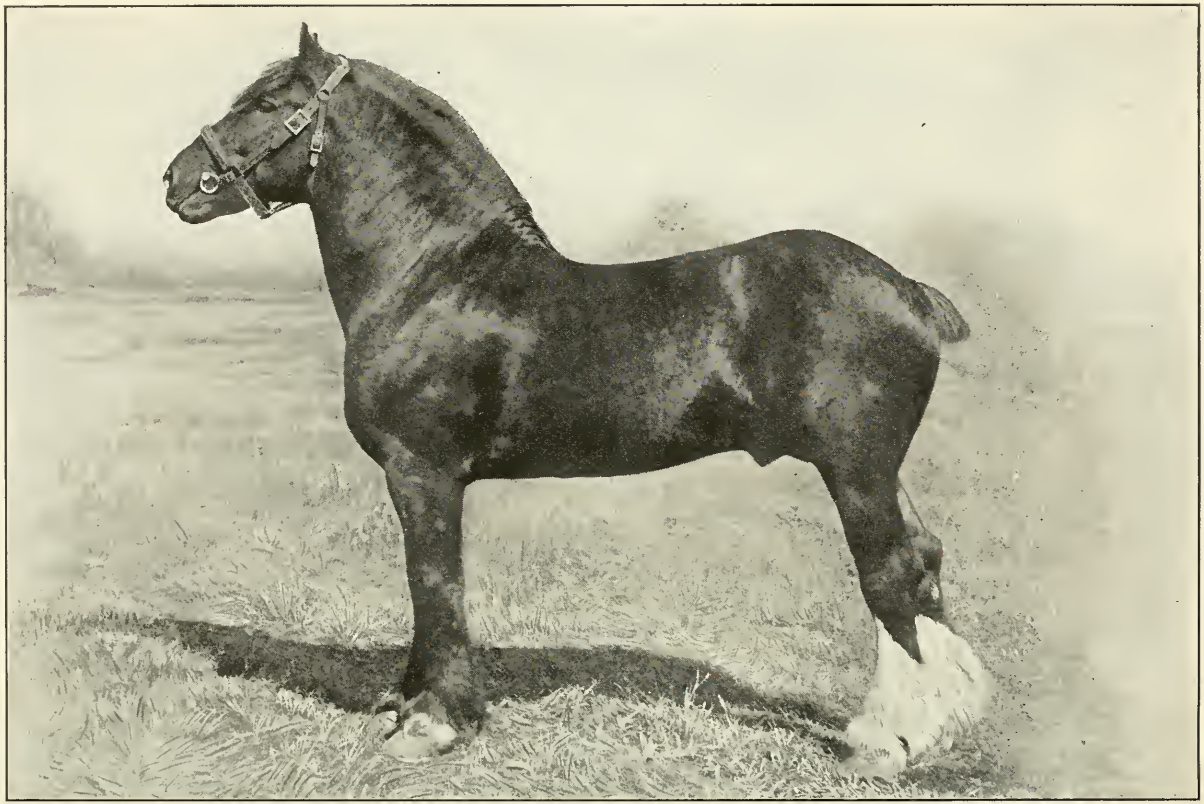

Fig. 3

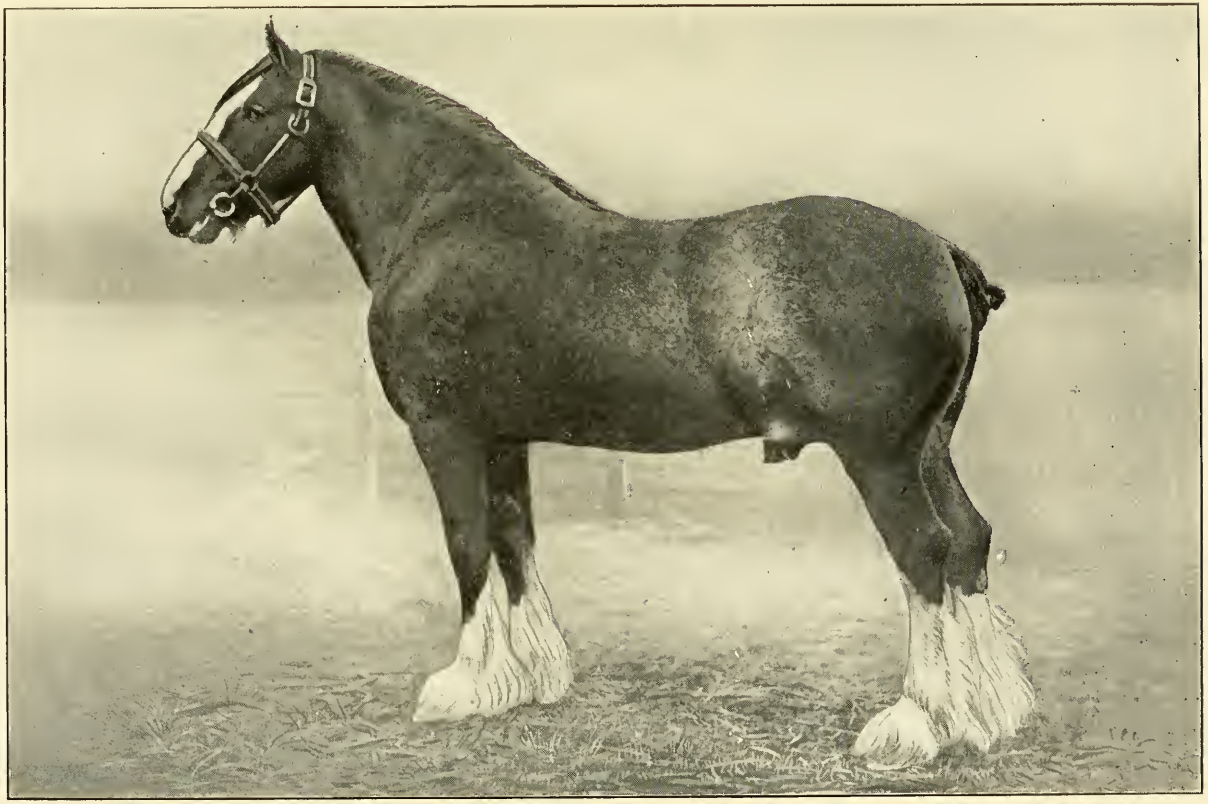

FIG. 4

The most famous Clydesdale stallion of recent times is Baron's Pride 9,122, sired by Sir Everard 5.353, a son of Topgallant 1,850 and a grandson of Darnley 222.

7. The Clydesdale in America.—The first importations of Clydesdales to America were made into Canada, perhaps because this section was settled by Britishers, who naturally preferred horses from their own country. About 1870, the first Clydesdales were brought to the United States, some of them coming from Canada and others from Scotland. The first show in America was held at Toronto in 1846.

In America, the breeding of Clydesdales has not kept pace, in the past few years, with that of horses of other breeds, and it is doubtful whether they will ever become widely popular in this country, unless they are bred more nearly to the type of the American draft horse, less attention being given to action and more to the conformation of body and the securing of weight.

8. Description.—In Fig. 3 is illustrated an American type of Clydesdale stallion and in Fig. 4 a Scotch type.

Clydesdales commonly range in height from 16 to 17 hands, and weigh from about 1,800 to 2,000 pounds. In the best animals the head is of good shape; the shoulders are rather oblique; and the chest is somewhat narrower than in animals of the other draft breeds. The body of the Clydesdale is criticized by many competent judges, who assert that it is lacking in depth and circumference. The feet, bone, and action are cardinal points with Clydesdale breeders, and in these respects animals of the breed are superior. A prominent characteristic of Clydesdale horses is the long, fine, silky hair, commonly termed *feather*, which grows out from the backs of the cannons and from the coronets.

In the early days a few of the Clydesdales were black, a few were gray, and a few were chestnut, but the Highland Agricultural Society, which held its first show at Glasgow in 1827, made it a rule that only bays and browns should be allowed to compete for prizes. This checked the production of blacks and grays, which were rather common in the country at that time.

Gray Clydesdales are still unpopular, and some authorities think that a chestnut color indicates Shire blood.

9. Registration.—The Clydesdale Society of Great Britain was organized about 1877, and the first stud book was published in 1878. The registration in the first volume covers a period of about 50 years, and most of the animals were owned in the Clydesdale district. Up to the present time the Clydesdale Society has published 32 volumes and has registered about 40,000 animals. The American Clydesdale Association was organized in 1879, and the first stud book was published in 1882. Fourteen volumes have been issued, with a total registration of about 14,000 animals.

THE SHIRE

10. Origin and Development.—The **Shire breed** of horses is a product of England, having been developed principally in the counties of Oxford, Leicester, Stafford, Derby, Nottingham, Northampton, Lincoln, and Cambridge. This breed is the result of crossing imported horses from Flanders and Northern Germany on the native stock of England. The breed is very old and has been carefully bred since its origin. Much of the credit for the early improvement of the breed belongs to English tenant farmers, who persevered in breeding and improving the Shire in times of depression. Later, some of the nobility established studs and a number of the more finely bred animals of certain families sold for high prices. Some authorities have questioned whether this was an advantage to the breed, as it took away from the tenant farmer animals that he could not afford to own. One of the most potent factors in the improvement of the Shire horse was the Shire Horse Show, which was established in 1879 as an annual event. This show is held each year at London, and all the horses exhibited are required to undergo a careful veterinary examination.

The aim of Shire breeders in Great Britain has been to maintain or increase the size and substance and improve the quality of their horses as much as possible. In order to do this they

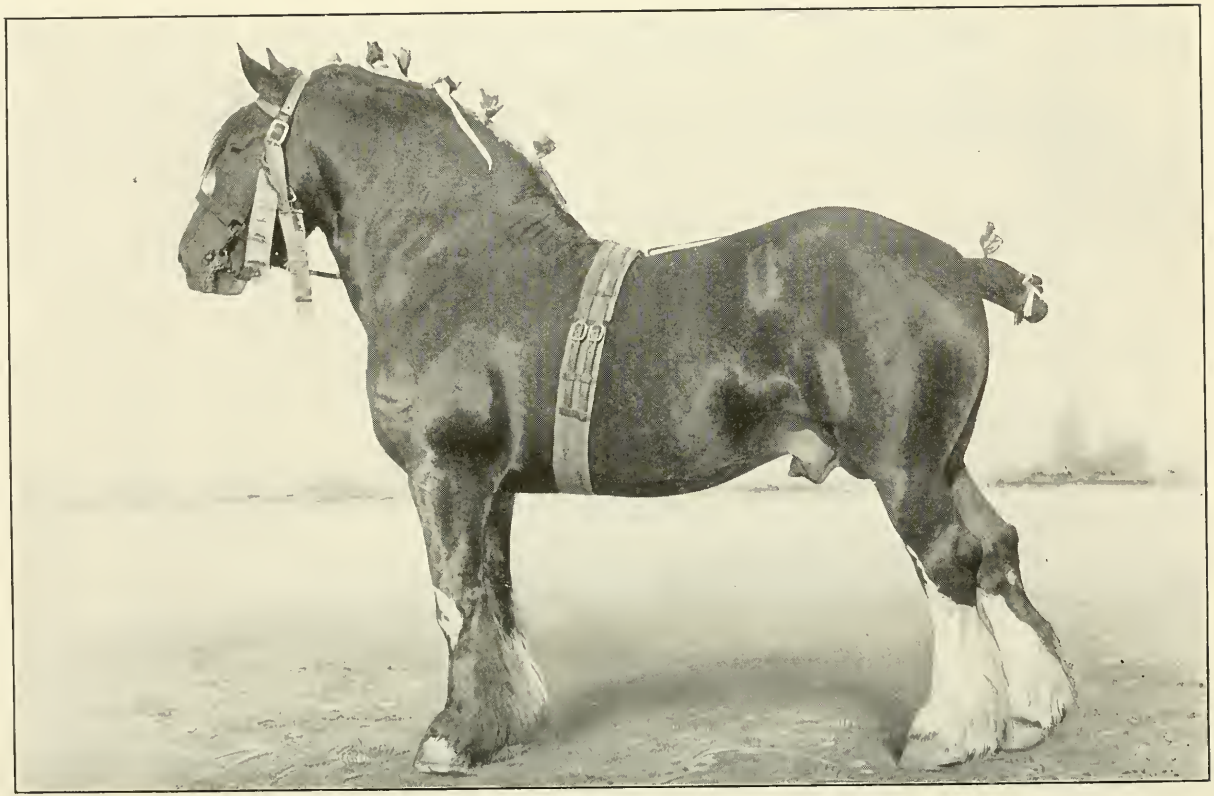

Fig. 5

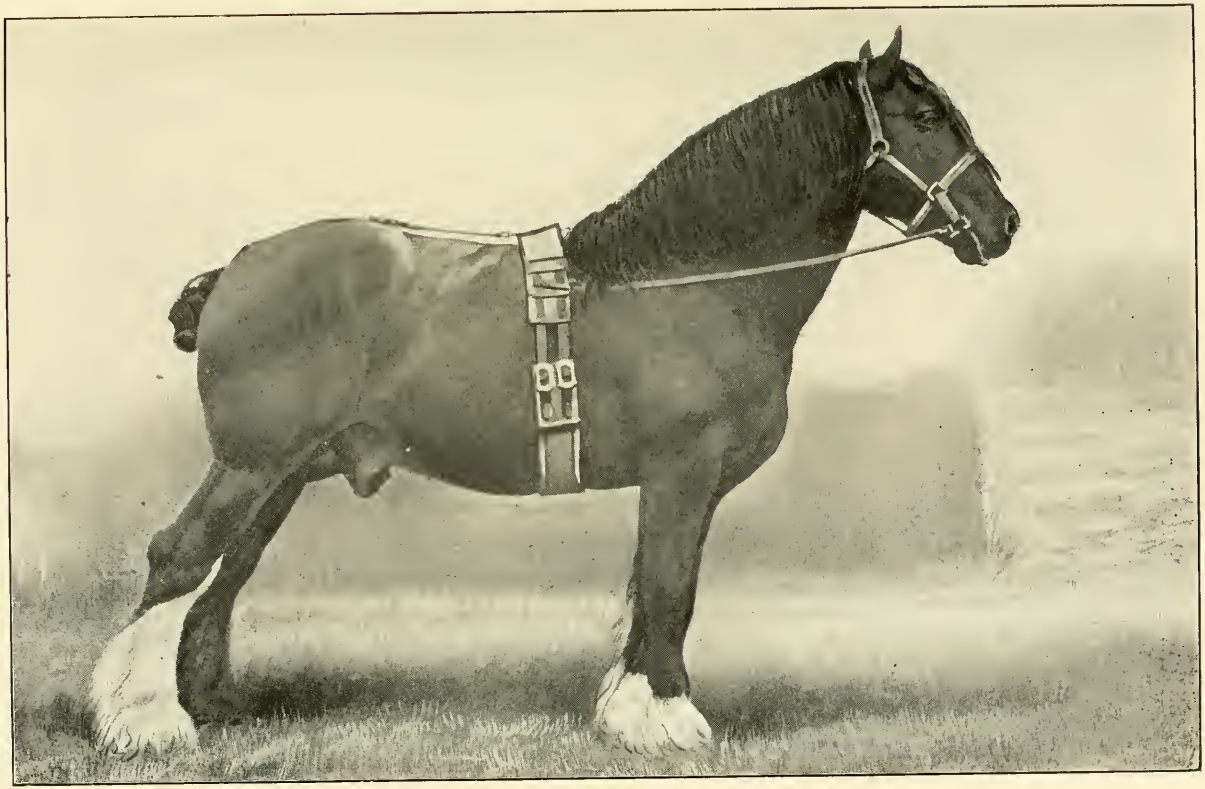

Fig. 6

select those with a profuse growth of hair on the limbs, this being considered evidence of quality, substance, and ruggedness. American breeders doubt the wisdom of this practice, and it is regarded as certain that profuse feather will never become popular in America, as it is a frequent source of eruptions and skin disease, as well as of much trouble and annoyance. Although much has been done to improve the quality of the Shire's hocks, some of them still lack width, and are short and not well defined.

11. The Shire in America.—The importation of Shire horses into America began, it is believed, about the middle of the 19th century. In 1853, a Shire named John Bull was imported and taken to Aurora, Illinois, where he became favorably known as a sire. A few years later a second John Bull was imported to Bristol, Illinois. For a time the Shires were spoken of as "John Bulls." George E. Brown, of Aurora, Illinois, an extensive importer, made his first importation in 1874. From this time on importations became more numerous.

One of the most famous early Shire horses imported to the United States was Holland Major 275. He was imported as a 2-year-old by George E. Brown in 1882, and was a champion at the World's Fair held at Chicago in 1893. He lived to be 25 years old and proved to be an exceptionally good breeder of high-class horses.

12. Description.—In Fig. 5 is shown the noted Shire stallion Prem Victor, which is an English horse but of the American type. Fig. 6 shows Glen Royal, an English type of Shire.

Shire stallions range in height from 16 to 17½ hands and weigh from about 1,800 to 2,400 pounds. The head, in many animals of the breed is inclined to be a little plain, not having as much width across the forehead and through the jaws as desired, and there is also a little coarseness in the muzzle. The face is inclined to be a little Roman, which, when only slight, is not objected to by admirers of the breed. The ears are rather long and heavy, more so than in animals of some of the other breeds, and the neck is plain, frequently lacking in crest develop-

ment. The shoulders are massive and powerful. The back is of moderate length and the croup of fair length, although not so level as that of the Clydesdale. The Shire is inclined to be a little plain over the hips and a little too short and straight in the pasterns. The feet are inclined to be small and too flat, lacking height at the heel, and also brittle, especially feet of a white color. As a rule, animals of the breed possess an abundance of bone. A deep chest and heavily muscled shoulders, thighs, and quarters, giving the appearance of strength and power, are characteristic of the breed. Shire horses have a profuse growth of feather coming out from the cannons; often the feather is not as fine and silky as is desired.

Horses of the Shire breed are usually of a bay or brown color, although black, gray, and occasionally chestnut occurs. As a rule, they have white faces, the white extending from the forehead to the muzzle, and one or more white feet and legs, the white extending to the knee or hock, and occasionally higher.

The Shire is usually a good walker, having a long, open stride, and, as a rule, the action is fairly straight. Although the Shire has been much improved in action, he is still a little sluggish, which is especially noticeable in trotting and turning. In the United States the Shire has been used more extensively on the level lands of the Mississippi Valley than elsewhere. Shire stallions make an excellent cross for mares of moderate size with an abundance of quality but lacking in substance.

13. Registration.—The registration of Shire horses in Great Britain is conducted by the Shire Horse Society, formerly the English Cart Horse Society. In America the registration is in charge of the American Shire Horse Breeders' Association.

There have been published six volumes of the American Shire Horse Stud Book and twenty-nine volumes of the English Shire Horse Stud Book, which shows, in a relative way, that the Shires are not extremely popular in the United States.

FIG. 7

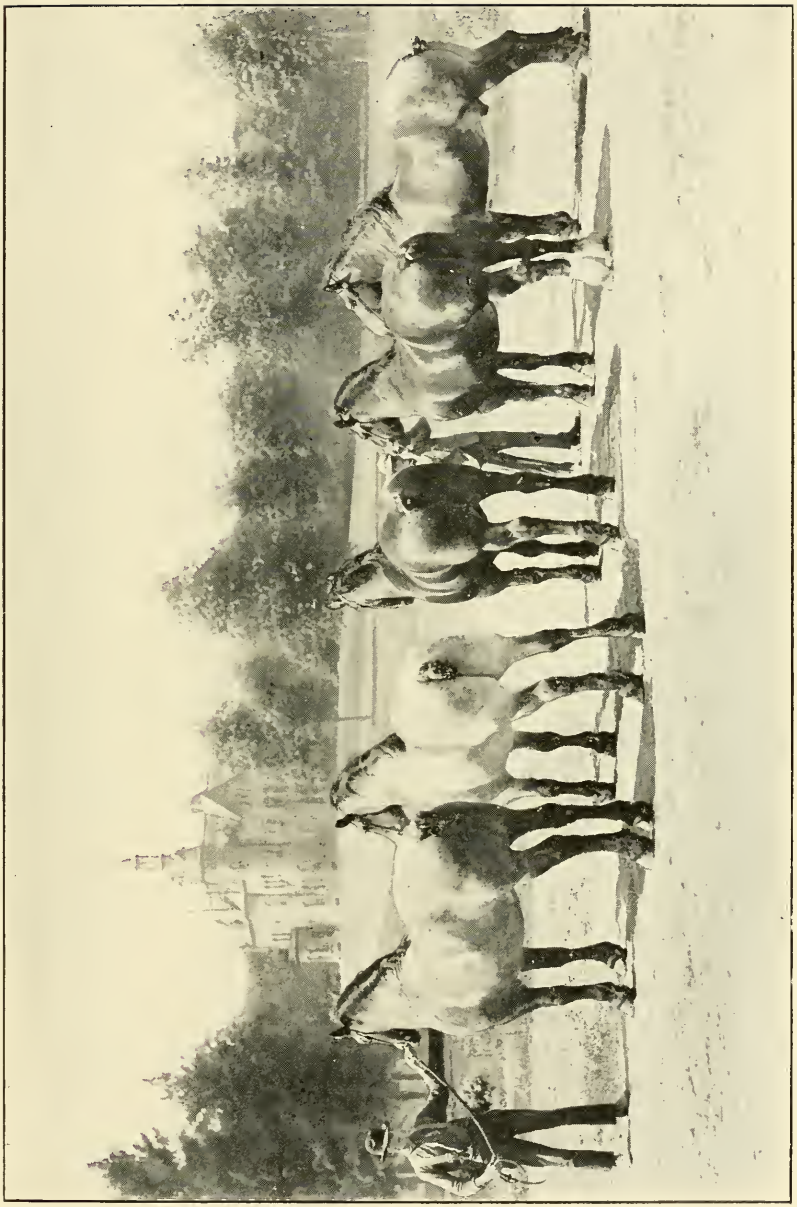

FIG. 8

THE BELGIAN

14. Origin and Development.—The **Belgian breed** of horses, as the name implies, is a product of Belgium. The modern Belgian horse is a direct descendant of the black Flemish horse, which has been influential in improving all of the draft breeds. Horse breeding has long been an important industry in Belgium, having been practiced at first for the production of war horses and later for the production of horses for agricultural purposes. In 1850 the government established a stud at Tervueren for the improvement of draft horses, and in 1886 the official draft horse society of Belgium, *Le Cheval de trait Belge*, was organized. Since the latter date the Belgian government has promoted horse breeding by making annual grants, or subsidies, to the society. The society organized and holds annual summer shows at Brussels, which attract visitors and buyers from all over the world. It has a membership of about 1,400 breeders and up to the present time has registered more than 58,000 stallions and 72,000 mares. The society registers about 10,000 horses annually, but does not give numbers to the stallions until they are 3 years old; a number is not given to a mare until she has produced a foal. Stallions are given even numbers and mares odd numbers. From the preceding figures it will be seen that the condition in Belgium is altogether different than in the United States, the number of mares registered in Belgium greatly exceeding that of the stallions.

15. The Belgian in America.—Dr. A. G. Van Hoorebeke, of Monmouth, Illinois, made an importation of Belgians to America in 1866; this is said to have been the first. At that time the Belgian horses were designated as Boulonais. Mr. E. Leferbure, of Fairfax, Iowa, began importing Belgians in 1888 and continued until 1905. A number of small importations were made about the same time that Mr. Leferbure began importing, but it was not until about 1900 that any great number were brought to the United States. Only a comparatively few pure-bred Belgian mares have ever been imported

16. Description.—Fig. 7 shows a typical Belgian stallion. Fig. 8 shows a group of prize-winning Belgian stallions owned by Dunham & Fletcher, of Wayne, Illinois.

The Belgian is the heaviest of all draft horses. The stallions range in height from 16 to 17 hands and vary in weight from 1,800 to 2,500 pounds. The mares, of course, are considerably lighter in weight than the stallions, but are heavy in comparison with mares of the other draft breeds.

The characters that distinguish the Belgian draft horse from the horses of other draft breeds are the deep, thick body and short legs, which are free from long hair. The Belgian horse possesses a hardy constitution and is a good feeder on coarse feeds. He lacks the levelness of top that is desired, many animals of the breed being low in the back, rising rather high on top of the hips, and being rather short and drooping in the croup. The neck of the Belgian is short and thick and has a heavy crest that extends to the poll. In many cases the head is short and narrow from the eyes to the top of the poll, and long and coarse from the eye to the end of the muzzle; in some cases the head is badly placed on the neck, and the ears are set wide apart and low, making it difficult for a bridle or halter to be kept on. The legs of the Belgian are short and have moderately heavy bone, but lack the flatness of cannon that is found in the Clydesdale and the Shire. The pasterns, in many instances, are a little short and upright, and the feet are small, having much the shape of the feet of a mule. The under line is not so straight as in animals of the other draft breeds on account of the big, poddy middles. In some cases the hind legs are bent too much at the hocks, forming what is called a *sickle hock.* Perhaps the most severe criticisms that are made of the Belgian horse by unprejudiced and competent judges are: the smallness of the feet, the badly set pasterns, the poor shape of the hock, and the lack of levelness of top line; however, all of these faults are being rapidly improved by modern breeders.

In action, when the Belgian goes true and straight, he is usually good at the trot, but not so good at the walk, being slow and sluggish, and having a short stride.

The prevailing colors of the Belgians are chestnut, bay, brown, and red roan; occasionally black and infrequently gray occurs, the latter color, however, not being popular. The Belgian horse has been described by many admirers of the breed as being docile and intelligent; however, many impartial judges do not believe him to be equal, either in intelligence or disposition, to the Percheron.

The Belgian stands the shipment of importation better than the horses of any of the imported breeds and becomes acclimated readily. In recent years, since the larger and better stallions have been imported, the Belgian has gained much in reputation as the sire of good commercial horses. Being good feeders, such animals mature comparatively early and usually go to the market in better condition than horses of any other draft breed.

17. Registration.—In Belgium, the official draft horse society, *Le Cheval de trait Belge*, looks after the registration of Belgian draft horses. In America, the American Association of Importers and Breeders of Belgian Draft Horses has charge of the registration. The latter association was organized in 1877 and has published two volumes of the stud book.

THE SUFFOLK

18. Origin and Development.—The **Suffolk breed** of horses, sometimes known as the *Suffolk Punch breed*, is indigenous to Suffolk County, in the eastern part of England. There are also a number of Suffolk horses in Essex and other counties of Eastern England. The true foundation of the breed dates back to a horse foaled in 1768, known as the *Crisp horse*, from the name of its owner, a Mr. Crisp, of Ufford, Sussex. To this horse are traced all pedigrees of Suffolk horses that may be registered in England or America. The Crisp horse was a bright chestnut in color, stood $15\frac{1}{2}$ hands high, and proved to be a remarkable sire. Since the time of the Crisp horse four attempts have been made to introduce foreign blood for the improvement of this breed, but all have proved futile.

FIG. 9

19. The Suffolk in America.—Suffolk horses were first imported to America about 1880. Since that time importations have been infrequent and the breed has never become well known in this country. This is perhaps due to the comparatively small size of animals of the breed. Perhaps more have been imported into Iowa than into other states; a few have been imported into Wisconsin, and some into Ohio and eastern states. When crossed on the common mares of the country, the Suffolks usually produce good farm horses of quality and finish that are particularly smooth, but with hardly sufficient size, unless the dam is large, to be called drafters.

20. Description.—In Fig. 9 is shown a typical Suffolk stallion, which is owned by O. C. Barber, of Barberton, Ohio. Suffolk horses range in height from $15\frac{1}{2}$ to $16\frac{1}{3}$ hands high and weigh from about 1,700 to 1,800 pounds. The Suffolk is not claimed to be strictly a draft horse, but is suited for agricultural purposes.

The Suffolk differs from the Clydesdale and the Shire in that it is free from all long hair on the limbs. It has a neat head, which is wide in the forehead, and the jaw tapers to the muzzle. The neck is of good length and the crest exceptionally well developed, presenting an arched appearance. The shoulders are long but not extremely straight nor obliquely set. The back and loins are of a moderate length; the ribs are extremely deep and well sprung; the hips are not prominent; and the croup is long and level, in fact, more so than in the case of the horse of any of the other draft breeds. The thighs and quarters are muscular and extremely well developed. The legs, which are rather short, are free from feather, and appear to be a little light in bone; however, breeders disclaim this, stating that it is simply because they are free from feather. The pasterns are of moderate length and the feet are of good texture, although at one time they were criticized for being too flat.

In color, the Suffolk is always some shade of chestnut, either light or dark, the light being preferred. The color of horses of this breed is exceptionally uniform.

In quality and action the Suffolk ranks well. Animals of this breed are seldom coarse, and in action they stand next to the Clydesdale.

21. Registration.—In England, the Suffolk Stud Book Society has charge of registrations. Volume I was published in 1880, and up to the present time about sixteen volumes have been issued. The American Suffolk Horse Association has charge of the registrations in the United States, but no stud books have been issued.

MARKET CLASSES OF HORSES

22. As has been explained in a previous Section, the market classification of horses is based on their size, conformation, height, weight, style, and action. A classification based on such widely variable characters as these must necessarily be somewhat flexible, that is, the lines of division between the classes must be more or less a matter of personal opinion and subject to change according to the market demands for and the supply of any particular class. Many animals go to market and help to supply the demand that are not altogether typical of the market class in which they are sold. In attempting to meet the market demands, if there are not enough horses of a particular type, dealers try to fill the demand as far as possible with animals that are only partly typical of the class. Notwithstanding this indefinite classification, most horsemen recognize an approved type for each market class. It is the purpose to describe, in the following pages, these approved types.

In Table I are given the names of the market classes and subclasses of horses, and the height and weight requirements for each. It will be seen that in most cases the name of the class and subclass is suggestive of the use to which the horses belonging to it are put.

23. Draft-Horse Class.—The draft-horse class is composed of horses that are broad, massive, rugged, and compact, and possess sufficient weight, strength, and endurance to pull

TABLE I

MARKET CLASSES AND SUBCLASSES OF HORSES AND HEIGHT AND WEIGHT REQUIREMENTS OF EACH

Classes	Subclasses	Height Hands	Weight Pounds
Draft horses	Light draft horses	$15\frac{3}{4}$ to $16\frac{1}{2}$	1,600 to 1,750
	Heavy draft horses	16 to $17\frac{1}{2}$	1,750 to 2,200
	Loggers	$16\frac{1}{4}$ to $17\frac{1}{2}$	1,700 to 2,200
Chunks	Eastern and export chunks	15 to 16	1,300 to 1,550
	Farm chunks	15 to $15\frac{3}{4}$	1,200 to 1,400
	Southern chunks	15 to $15\frac{3}{4}$	800 to 1,250
Wagon horses	Express horses	$15\frac{3}{4}$ to $16\frac{1}{2}$	1,350 to 1,500
	Delivery-wagon horses	15 to 16	1,100 to 1,400
	Artillery horses	$15\frac{1}{4}$ to 16	1,050 to 1,200
	Fire horses	15 to $17\frac{1}{2}$	1,200 to 1,700
Carriage horses	Coach horses	$15\frac{1}{4}$ to $16\frac{1}{4}$	1,100 to 1,250
	Cobs	$14\frac{1}{4}$ to $15\frac{1}{4}$	900 to 1,150
	Park horses	15 to $15\frac{3}{4}$	1,000 to 1,150
	Cab horses	$15\frac{1}{2}$ to $16\frac{1}{4}$	1,050 to 1,200
Road horses	Runabout horses	$14\frac{3}{4}$ to $15\frac{1}{2}$	900 to 1,050
	Roadsters	15 to 16	900 to 1,150
Saddle horses	Five-gaited saddlers	15 to 16	900 to 1,200
	Three-gaited saddlers	$14\frac{3}{4}$ to 16	900 to 1,200
	Hunters	$15\frac{1}{2}$ to $16\frac{1}{4}$	1,000 to 1,250
	Cavalry horses	15 to $15\frac{3}{4}$	950 to 1,100
	Polo ponies	14 to $14\frac{1}{2}$	850 to 1,000

heavy loads. The weight should come from size rather than an abundance of fat, although a good covering of fat is desirable on a draft horse intended for market. Strength in a draft horse is usually an attribute of weight, as the heavier the animal the easier it is for it to move heavy loads. Heavy bone of good quality, and muscularity of limbs is the best evidence of endurance. Draft horses range in height from $15\frac{3}{4}$ to $17\frac{1}{2}$ hands, and weigh from 1,600 to 2,200 pounds or more. The action should be energetic and spirited, and the stride at the walk should be long and rapid.

The draft-horse class has been divided into *light draft horses*, *heavy draft horses*, and *loggers*, but the distinction between the light and the heavy subclasses is rarely made on the market, pertaining almost exclusively to the show ring.

24. Light draft horses are from $15\frac{3}{4}$ to $16\frac{1}{2}$ hands high and weigh from 1,600 to 1,750 pounds. Although $15\frac{3}{4}$ hands is accepted as the minimum height for an animal of this subclass, it should be understood that a horse of this height is less desirable than one that is taller, and that it closely approaches the eastern chunk subclass.

25. Heavy draft horses are the heaviest type of horses; they weigh from 1,750 to 2,200 pounds or more, and are from 16 to $17\frac{1}{2}$ hands high. A typical specimen of the heavy draft subclass is shown in Fig. 10. This animal is excellent in compactness of body and smoothness of finish. He is $16\frac{1}{4}$ hands high and weighs 1,950 pounds.

26. Loggers are heavy draft horses that are used in the lumbering regions for drawing heavy loads of logs. They usually differ from the heavy draft horses in being plain, rough, or slightly unsound in some respect, such as being defective in wind, having sidebones, boggy hocks, etc.; these and other unsoundnesses will be explained in a subsequent Section. Occasionally, good horses are purchased for logging purposes, but as a rule the trade demands rather cheap animals. A logger is shown in Fig. 11. It will be seen that the hindquarters of this animal are very plain, the croup being drooping,

Fig. 10

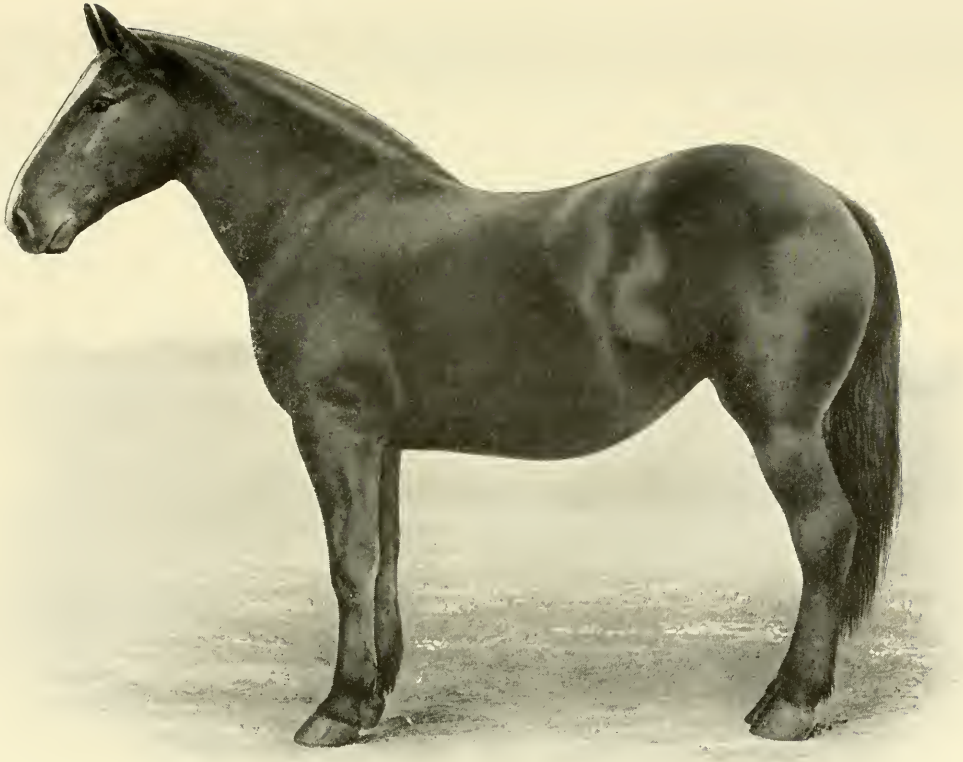

Fig. 11

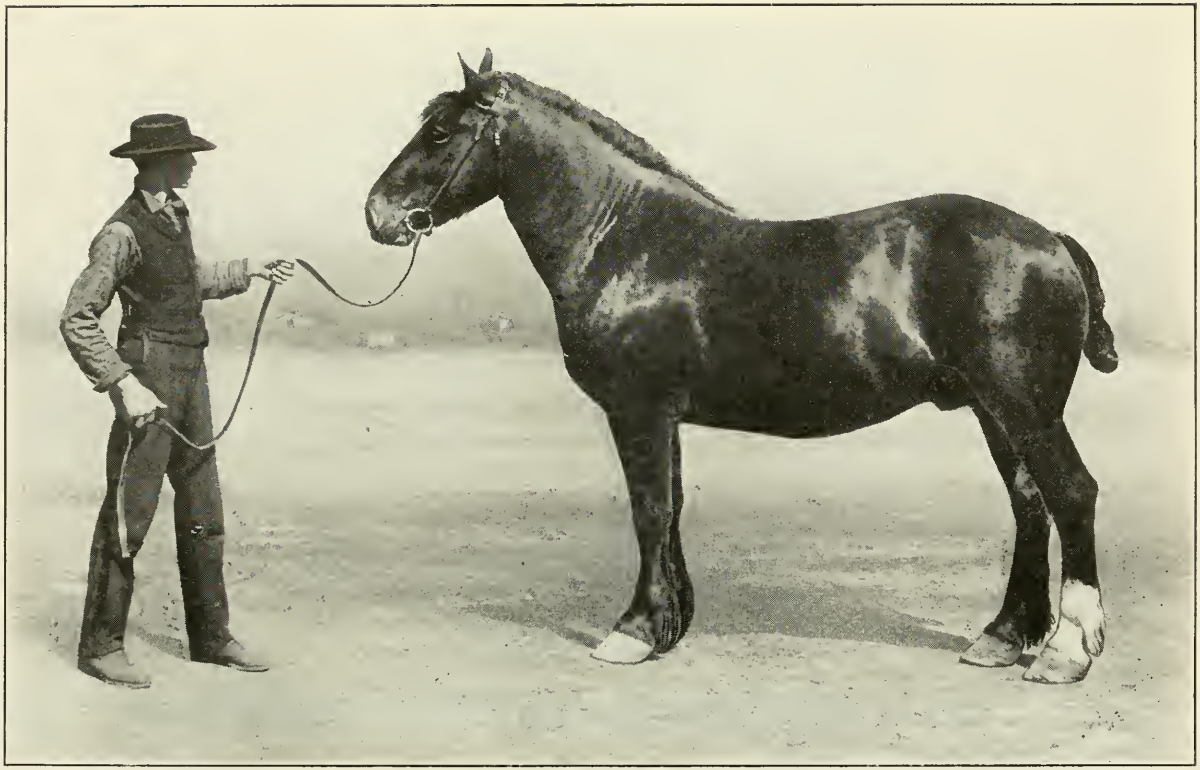

FIG. 12

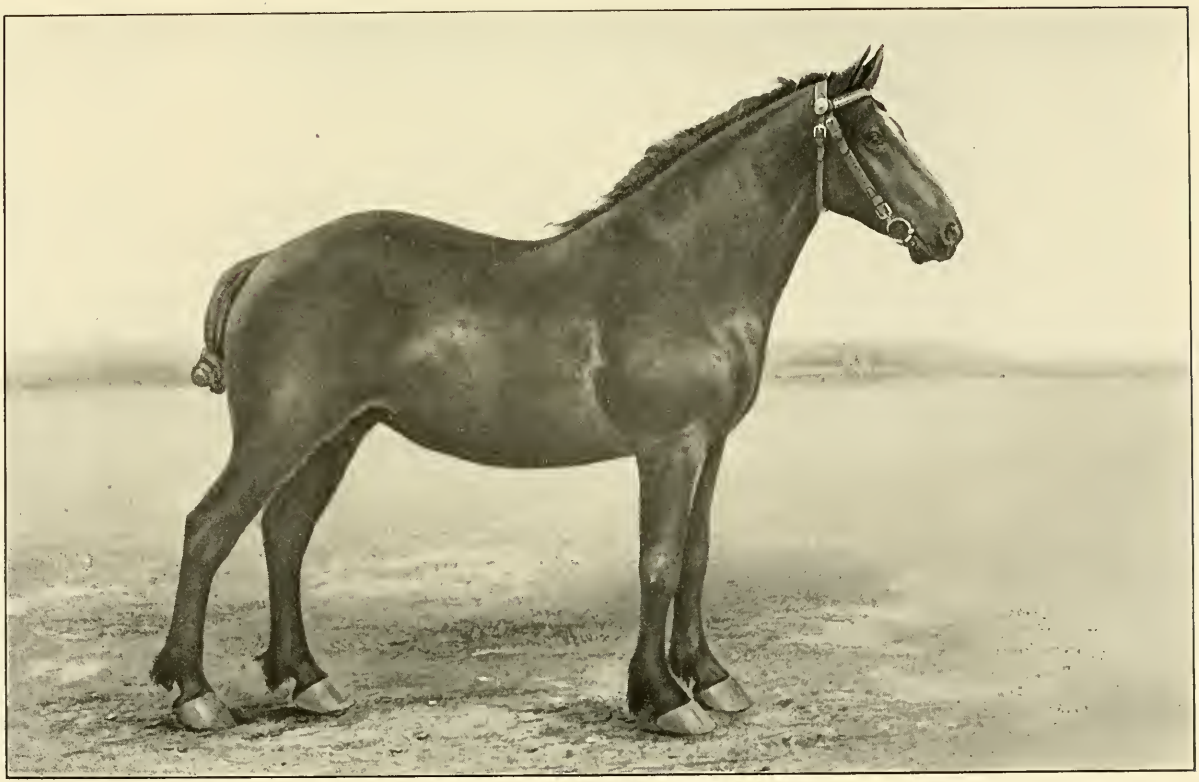

Fig. 13

the hind flank cut up too high, and the hind legs crooked, or sickle-hocked. This horse is $16\frac{1}{2}$ hands high and weighs 1,950 pounds.

In recent years the demand for draft horses has exceeded the supply, and, as a result, prices for animals of this class are high.

27. Chunk Class.—Horses of the chunk class are short legged, broad, and heavy set. The name of the class is indicative of the conformation of the animals rather than of the use to which they are put. As a class, chunks are less uniform in type than the animals of any other class. They vary in height from 15 to 16 hands and weigh from about 800 to 1,550 pounds. The subclasses of the chunk class are *eastern and export chunks*, *farm chunks*, and *southern chunks*.

28. Eastern and export chunks are of much the same type and conformation as draft horses, but are a little more blocky and compact. They weigh from 1,300 to 1,550 pounds, and range in height from 15 to 16 hands, although, as a rule, they are not more than $15\frac{3}{4}$ hands. At one time a considerable number were exported, but in recent years the price has been too high to permit of a profit in such business. The use for eastern and export chunks is pretty much the same as that for draft horses; they are largely used in pairs and in threes for trucking purposes. Some horses of the eastern-chunk type may be found on the market at all seasons of the year, but not in such great numbers as during the spring. They usually bring good prices, but less than those for draft horses. Fig. 12 shows a choice animal of the chunk subclass. The horse shown is $15\frac{1}{2}$ hands high and weighs 1,530 pounds.

29. Farm chunks are an important item in the horse market, particularly during the spring months. At other seasons they are usually sold to supply demands other than for farming. Farm chunks are lighter in bone and not as uniform in type as eastern chunks. Their lack of uniformity is largely due to the fact that farmers are of varying opinions as to the best type of horse for farm use, and often accept the commoner and inferior grades. Some farmers who do not wish to pay

high prices for farm horses buy animals that are slightly blemished or unsound. The greatest demand is for animals that weigh from 1,200 to 1,400 pounds and are from 15 to $15\frac{3}{4}$ hands high. Mares are usually preferred to geldings, as most farmers want horses for breeding purposes as well as for work. In the case of farm chunks, the walk is the most important gait, but because of the varied work on a farm, it is important that the animals be quick and active, and be able to trot readily, if necessary. Farm chunks sell readily, as a rule, but do not bring as high prices as eastern and export chunks. Fig. 13 shows a choice farm chunk. This animal is $15\frac{5}{8}$ hands high and weighs 1,400 pounds. The bone is a trifle light, but this character is often found in horses of the farm chunk subclass.

30. Southern chunks, or *southern horses*, as they are more generally called, are lighter in bone and more rangy in conformation than farm chunks, being from about 15 to $15\frac{3}{4}$ hands high and weighing from about 800 to 1,250 pounds. They are somewhat of the road-horse type, and usually possess considerable light-horse blood. As in the case of farm chunks, mares are preferred to geldings, and good action is even more desired than in farm chunks. Southern chunks are taken to the southern states where they are largely used for agricultural purposes. The trade in this subclass begins in the autumn and is best during the winter. Southern chunks are in less demand and bring lower prices than farm chunks. A good specimen of the Southern chunk subclass is shown in Fig. 14. This mare has excellent quality and finish, but might be a little lower in the hind flank. She is $15\frac{1}{2}$ hands high and weighs about 1,150 pounds.

31. Wagon-Horse Class.—Animals of the wagon-horse class are used principally for the pulling of light wagons, such as delivery and express wagons, on city streets. Horses of good action are required for this purpose, as they are required to do their work at a fairly rapid gait. In order to stand the work, a wagon horse must have a good constitution, and it is especially important that it have good feet and limbs, and bone

Fig. 14

Fig. 15

of the best quality. Horses of this class are from about 15 to $17\frac{1}{2}$ hands high and weigh from about 1,050 to 1,700 pounds. The subclasses of the wagon-horse class are *express horses*, *delivery-wagon horses*, *artillery horses*, and *fire horses*.

32. Express horses are used singly or in pairs by express companies in the collecting and delivering of packages. The size of the horses that are used is determined by the weight of the wagon, whether the horses are worked singly or doubly, and the extent of the territory from which collections and deliveries are made. The lightest grade of express horses, which are hitched to light wagons and used for the delivering of valuable packages, such as money, etc., are known as *money horses;* such horses must be capable of doing fast work. The typical express horse should stand from about $15\frac{3}{4}$ to $16\frac{1}{2}$ hands high and weigh about 1,400 pounds when in working condition. It is important that the shoulders and pasterns of an express horse be obliquely set and that the limbs should be of excellent quality, with large feet and hoofs of a dense, tough horn. The back and loins should be short, broad, and well muscled; and the quarters and thighs deep, broad, and powerful. Express horses should be quick, active, full of energy and spirit, and able to keep their feet well under them when pulling either at the walk or the trot. Fig. 15 shows an excellent animal of the express subclass. This horse is 16 hands high, weighs 1,375 pounds, and is almost faultless in conformation.

33. Delivery-wagon horses, or, as they are often termed, *wagon horses*, are similar to express horses, but are not quite so large and generally not as high grade, as most mercantile firms do not care to pay large prices for horses. However, there are exceptions, some large department stores buying nothing but choice animals. Delivery-wagon horses should have clean, hard, flinty legs, and good feet and pasterns. The range in height is from 15 to 16 hands and in weight from 1,100 to 1,400 pounds. There is always a good demand at remunerative prices for the better grades of express and delivery-wagon horses, but the lower grades do not sell so well. The demand for delivery-wagon horses is largely for the drawing of parcel-

delivery wagons, and comes chiefly from retail houses. Some of the coarser, rougher animals are used for heavier work, such as the pulling of huckster wagons, junk wagons, etc. Fig. 16 shows a good animal of this subclass.

34. Artillery horses should be from about $15\frac{1}{4}$ to 16 hands high, weigh from about 1,050 to 1,200 pounds, and be from 5 to 8 years old. Only geldings are used for artillery purposes, and the demand is rather spasmodic. Contracts are let by the government to the lowest responsible bidder to supply them in large numbers by a specified time. Because of the rigid examination the animals must undergo at the hands of official inspectors, many men have lost money in filling contracts for artillery horses. A typical artillery horse is shown in Fig. 17.

35. Fire horses, as the term implies, are animals that are used for the drawing of fire-fighting apparatus. Because of the fact that such horses are required to pull comparatively heavy loads at fast speed, it is necessary that they be more rangy than express horses. There is a wide range in the limits of height and weight from the smallest to the largest of fire horses. For heavy engines and heavy hook-and-ladder trucks they should weigh from about 1,500 to 1,700 pounds and stand from about 16 to $17\frac{1}{2}$ hands high. Hose-cart horses should weigh from about 1,200 to 1,400 pounds, and range in height from 15 to about $16\frac{1}{2}$ hands. Fire horses must be intelligent and otherwise suited for the work. The demands for these horses is from cities maintaining paid fire departments and is quite limited. Enough fire horses are found in the general supply to meet the demand, so that it does not pay farmers to try to produce them, although they sell at remunerative prices. Automobile fire trucks are now replacing many fire horses. Fig. 18 shows a good fire horse, and Fig. 19, a typical fire team hitched to apparatus. These animals belong to the fire department of Chicago, Illinois.

36. Carriage-Horse Class.—Horses of the carriage-horse class are used for drawing heavy vehicles and are frequently spoken of as heavy-harness horses. They range in height from

Fig. 16

Fig. 17

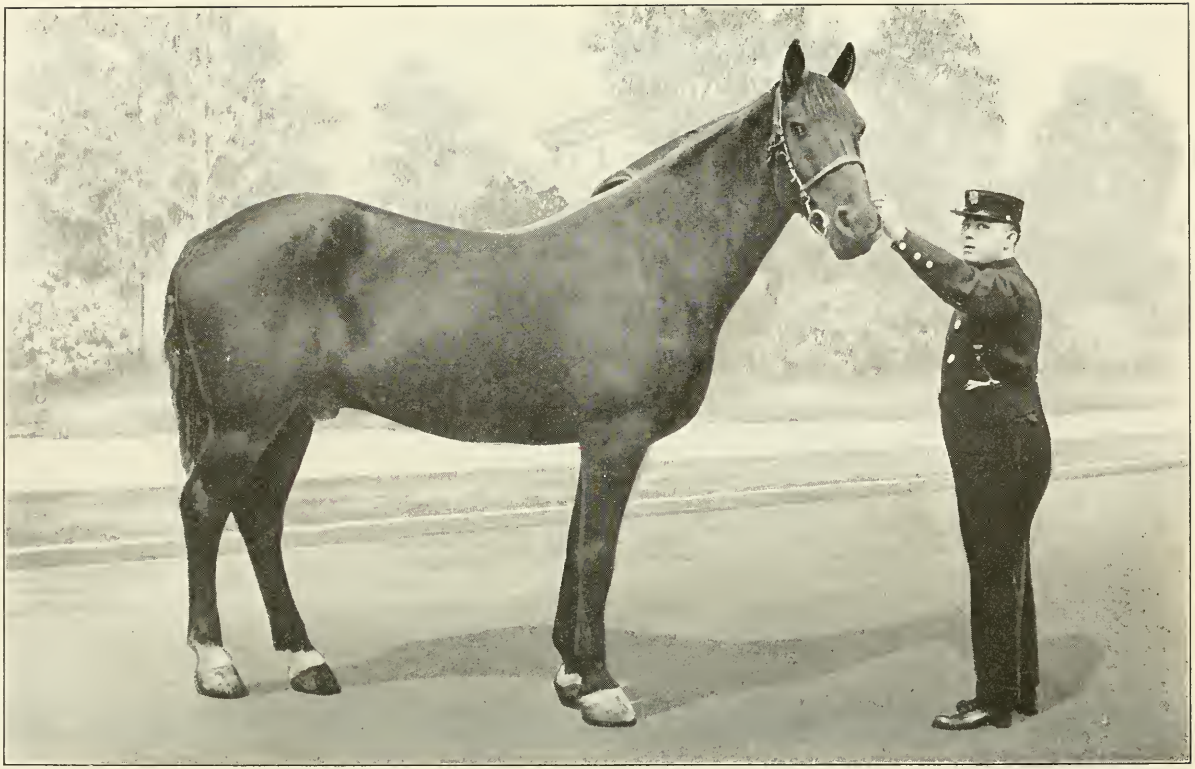

Fig. 18

Fig. 19

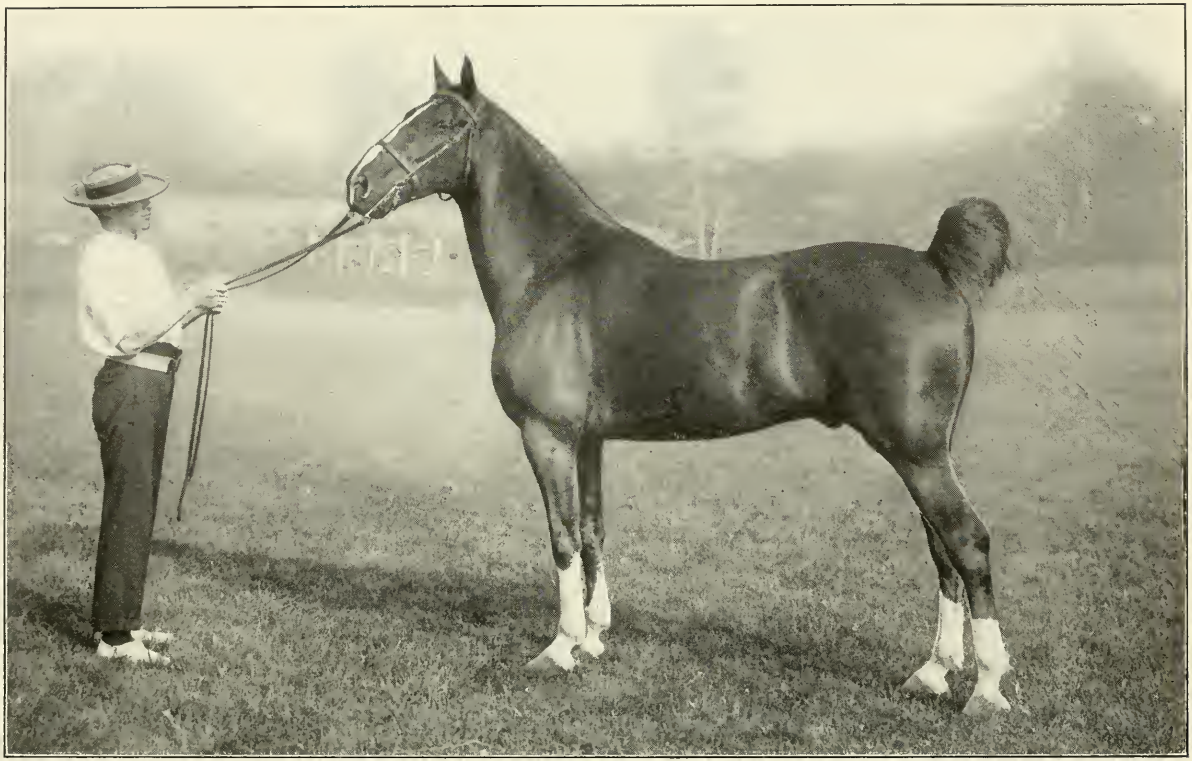

FIG. 20

Fig. 21

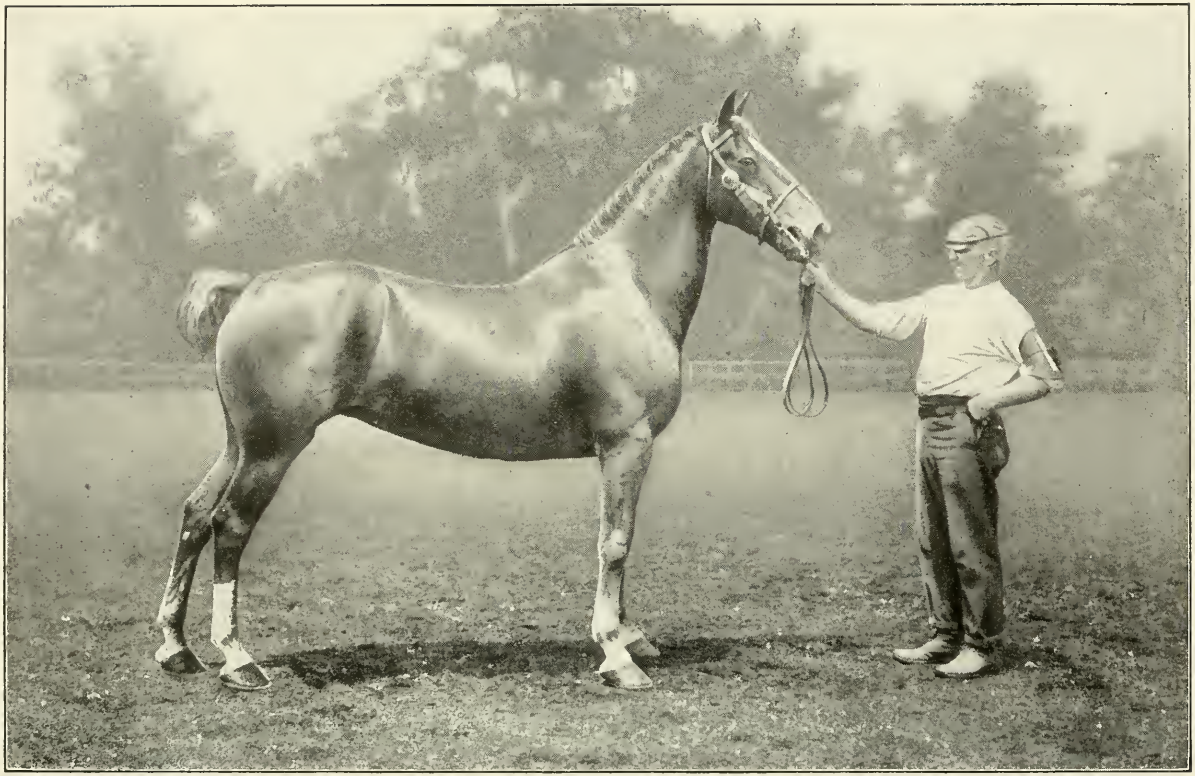

Fig. 22

Fig. 23

$14\frac{1}{4}$ to $16\frac{1}{4}$ hands and weigh from 900 to 1,250 pounds. Carriage horses are smoothly turned and high-headed; they possess an abundance of quality and have high action and fair speed. Everything about a carriage horse should indicate neatness and refinement. The neck should be long and arched, the head small and clean-cut, and the ears neatly set. The shoulders should be oblique in order to enable the horse to carry his knees as high as possible. The back should be short and well muscled; the ribs should spring well from the spine, giving a round barrel; the hips should be rounding, and the croup comparatively level and well muscled; the quarters should be deep, and the tail set high. The limbs should be well set, clean, flinty, and free from blemishes or unsoundness. The subclasses of the carriage-horse class are *coach horses*, *cobs*, *park horses*, and *cab horses*.

37. Coach horses must have high action and beauty of form. They must flex the hocks well under the body and carry the knees high toward the chin. They are a little larger than other horses of the carriage class, and may be said to be a little more stately in action than cobs or park horses. Coach horses with good conformation but deficient in style and action are comparatively low-priced animals. Coarseness is a common fault in this subclass and is very objectionable; flat ribs, staggy necks, and long backs are other faults that are objectionable. Coach horses should be from $15\frac{1}{4}$ to $16\frac{1}{4}$ hands high and weigh from 1,100 to 1,250 pounds. The demand is for trotters only. In Fig. 20 is shown the noted coacher, President, owned by E. D. Jordan, of Boston, Massachusetts. Fig 21 shows a coach team in harness.

38. Cobs are small, stocky coach horses that are from $14\frac{1}{4}$ to $15\frac{1}{4}$ hands high and weigh from 900 to 1,150 pounds. The cob is a popular English type, and in England a horse is never considered a cob that is over 15 hands high. The action of the cob is much the same as that of the coach horse, being, perhaps, a trifle higher at the knees and hocks. Cobs should be somewhat quicker on their feet than coach horses. Owing to the fact that cobs are particularly suitable for lady drivers, they

are often spoken of as ladies' cobs. They are usually hitched to a light brougham, phaeton, or some carriage that is not intended for carrying more than four. As a rule, city purchasers require that the tails of cobs be docked; this operation, however, should be left to the dealer or buyer. Fig. 22 shows the noted cob, Tinker Bell. Fig. 23 shows Alfred Vanderbilt's cob team, Polly Prim and Sweet Marie. These animals are the highest type of the cob subclass.

39. Park horses are used strictly for display purposes, such as for driving in parks or on boulevards, and are usually used by horse fanciers. An abundance of quality and extremely high action at both knees and hocks are essential in horses of this subclass. Because of their high action, a great speed is seldom secured. Park horses should be well broken and have good manners. For a lady's use, a horse of a solid color is more desirable than one with white markings; it is not considered good taste for a lady to drive a strikingly marked horse. The height of a park horse ranges from 15 to $15\frac{3}{4}$ hands, but the most desirable height is about $15\frac{1}{2}$ hands. The weight for this subclass ranges from 1,000 to 1,150 pounds. An excellent park horse is shown in Fig. 24; this animal is Lady Seaton, a noted prize winner. Fig. 25 shows a tandem park team in action.

40. Cab horses range from $15\frac{1}{2}$ to $16\frac{1}{4}$ hands high and weigh from 1,050 to 1,200 pounds. Many of them are either the lower grades of the coach class or worn-out and discarded coach horses. They are used chiefly in cities for the conveyance of vehicles for public service. The requirements of this subclass differ from those of the other carriage subclasses in that high action is not wanted; however, moderate action is desired. The principal qualities sought in cab horses are symmetry of form and endurance, the evidence of the latter being good feet and bone, strong constitution, and a deep barrel with good spring of rib and close coupling. Not as much flesh is required on cab horses as on horses of the other carriage classes, but they should be in good condition and fit for service. Owing to the fact that, as a rule, cab horses are not high-class animals and

Fig. 24

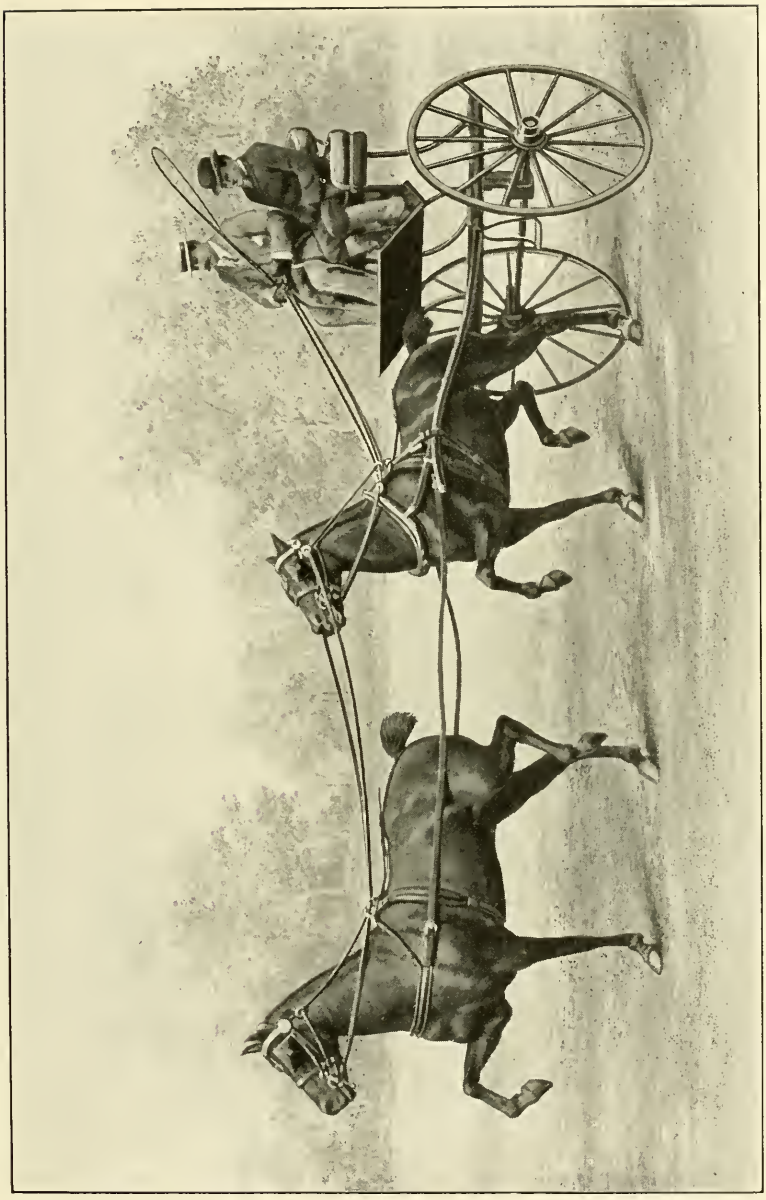

Fig. 25

Fig. 26

that the supply is larger than the demand, they do not bring very high prices. Fig. 26 shows a typical cab horse.

41. **Road-Horse Class.**—Road horses are more lithe in build and angular in form than those of the carriage class. They are frequently spoken of as drivers or as light-harness horses, and should be able to travel rapidly and cover a good distance without undue fatigue. Although performance is the principal quality sought, a good conformation is very desirable. This class is composed of *runabout horses* and *roadsters*.

42. **Runabout horses** occupy an intermediate place between typical roadsters and carriage horses. They wear harness much like that of carriage horses, but in action and conformation and in the use to which they are put they correspond more to the roadster. They are not so heavy and full as coach horses, and are not so light, thin, and angular as roadsters. They are used on runabouts, driving wagons, phaetons, etc. Runabout horses are rather short legged, are from $14\frac{3}{4}$ to $15\frac{1}{2}$ hands high, and weigh from 900 to 1,050 pounds. A choice runabout horse is shown in Fig. 27. Fig. 28 shows a noted runabout team, Lord Nelson and Grand Duke.

43. **Roadsters** are less uniform and usually more lithe and angular than runabout horses. The market requires roadsters to be from 15 to 16 hands high and weigh from 900 to 1,150 pounds. In general, a roadster may be described as having the greyhound form, often being a little higher at the hips than at the withers, and powerfully developed in the hind limbs. Speed, style, and stamina are the principal qualities sought for. Roadsters should have a long, free, open stride and quick recovery; they should move the feet in a straight line and have good knee action, although it need not be excessively high. Interfering, forging, cross-firing, and sprawling of the hind legs are common faults in roadsters and are objected to; these faults are explained fully in a subsequent Section.

The more speed roadsters possess the higher prices they bring. For road work the demand is stronger for trotters than for pacers, but for racing purposes there is little difference.

Fig. 27

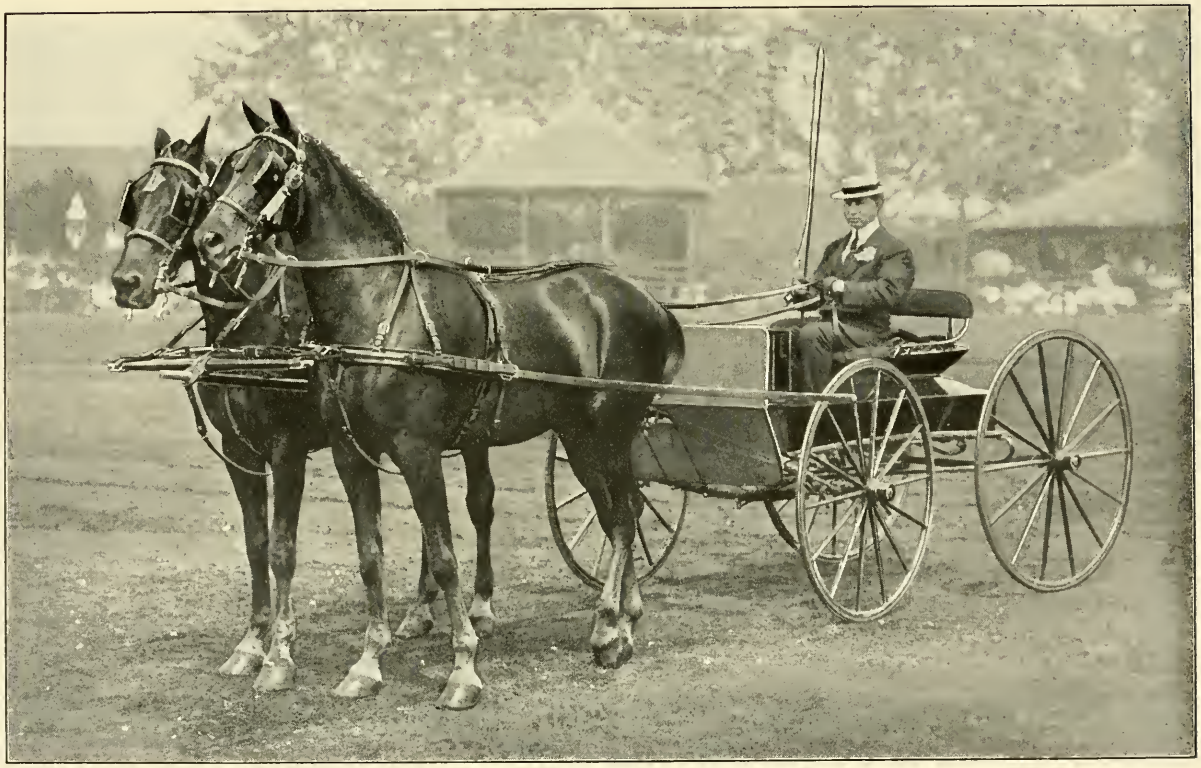

Fig. 28

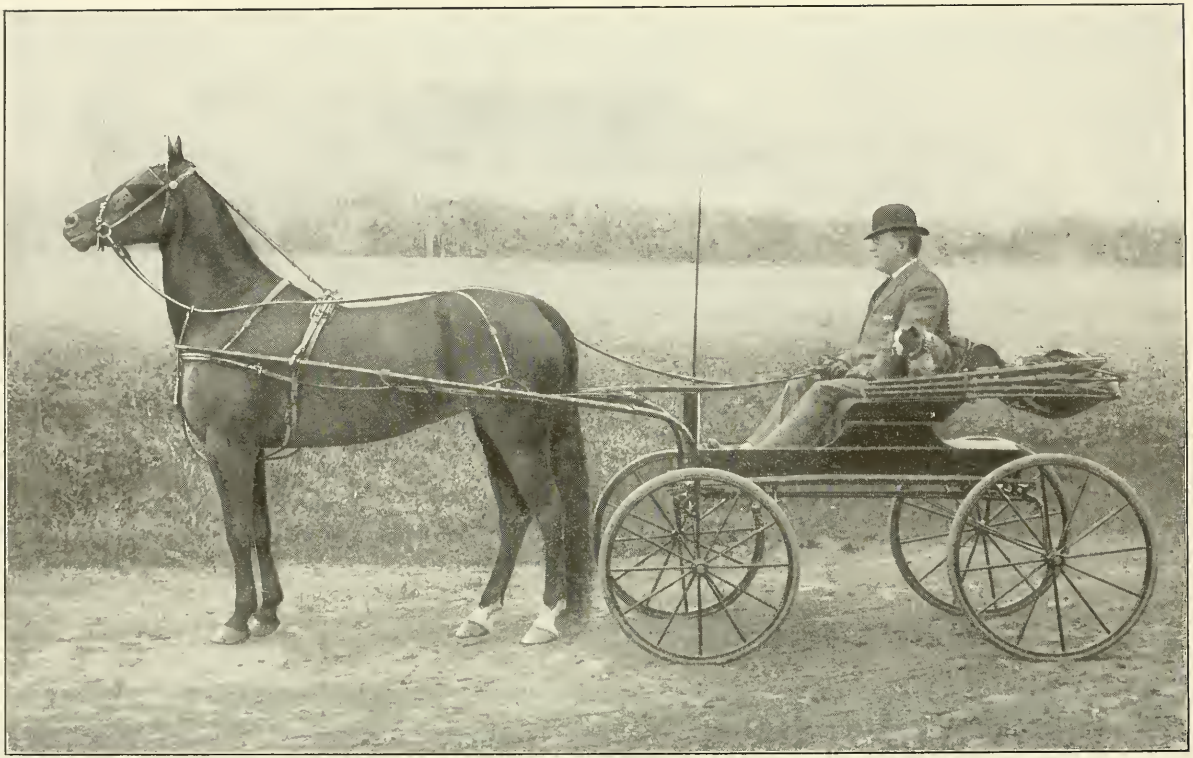

Fig. 29

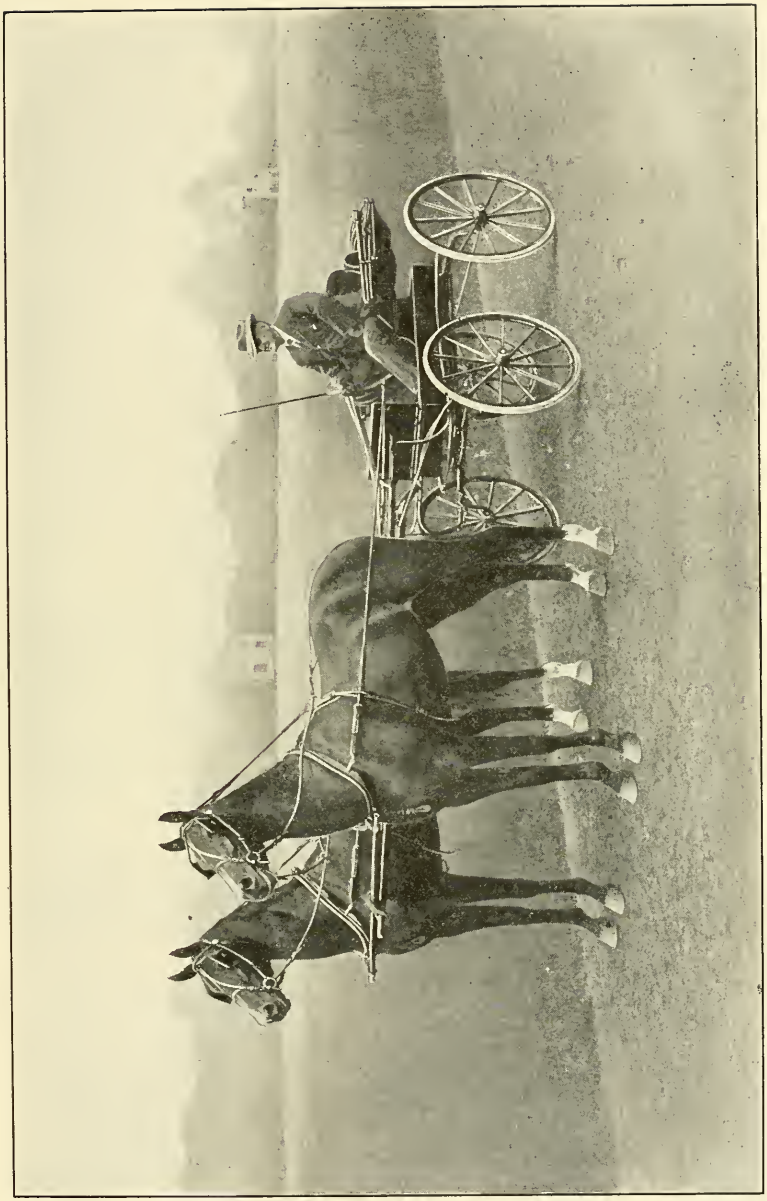

FIG. 30

Fig. 29 shows Lucia G., an excellent roadster owned by the Winoga Stock Farm, of Chestnut Hill, Pennsylvania. Fig. 30 shows a choice roadster team, Lugano and Como.

44. Saddle-Horse Class.—The most important requirement for an animal of the saddle-horse class is to be sure of foot, as no rider cares to mount a stumbler. A saddle horse should also be an easy rider, and be easily controlled. In order to possess these requirements, the animal should have oblique shoulders and pasterns, to give springiness to the gait; high, thin withers, to prevent the saddle from turning and to hold it midway between the front and the hind legs; a short back and short loins, for strength in carrying weight; and a moderately long neck and a good mouth, to give suppleness and ease of control. A horse that lugs at the bit is undesirable as a saddler. The croup should be long, level, and muscular, and the tail neatly attached and smartly carried. In selecting a saddle horse, it is a good plan to choose a conformation that will place the rider well back on the animal, thus lessening the weight on the fore end. The subclasses of the saddle-horse class are: *five-gaited saddlers*, *three-gaited saddlers*, *hunters*, *cavalry horses*, and *polo ponies*.

45. Five-gaited saddlers, often spoken of as *gaited saddle horses* or as *American saddle horses*, are the result of skilful selection and breeding for more than half a century. They should possess the five recognized distinct gaits under the saddle, namely, the walk, the trot, the canter, the single-foot or rack, and a slow gait, which may be either the running walk, the fox trot, or the slow pace. The action should be bold and vigorous, with no inclination to mix gaits. The rack should be smooth, graceful, rapid, and free from side motion, which produces roughness when going fast. The horse should be taught to lead with either leg in cantering, and to go slow or fast according to the pleasure of the rider. The action at the trot should not be high, but should be free and open, and the hind legs kept well under the body. Horses of this subclass should have a long, flowing tail that is gracefully carried. The most desirable height for a five-gaited saddle horse is from $15\frac{1}{2}$ to

$15\frac{3}{4}$ hands, and the most desirable weight is from 1,050 to 1,150 pounds, although the range in height is from 15 to 16 hands and in weight from 900 to 1,200 pounds. Fig. 31 shows Kentucky's Choice, a noted five-gaited saddler.

46. Three-gaited saddlers are much the same in general type and conformation as the five-gaited saddlers, but they are a little more compactly built, having shorter necks and bodies; the tails are usually docked and set; and they have only the three gaits: the walk, the trot, and the canter. This subclass is subdivided into light and heavy horses, the former being expected to carry weights of not over 165 pounds, and the latter weights above this. In general, the heavy weights are about an inch taller and 50 to 100 pounds heavier than the light weights. Fig. 32 shows an excellent three-gaited saddler, Nuff Sed.

47. Hunters are horses used by sportsmen to ride after hounds. They are often required to take daring leaps over fences and gullies, and must be fearless and trained to jump. They should be strongly built and able to stand long, hard rides without becoming unduly jaded. In the show ring, hunters are classified as light, medium, and heavy weights, the division being determined by the weight they are expected to carry. The limits in weight for hunters are from 1,000 to 1,250 pounds. The most desirable height is from $15\frac{1}{2}$ to 16 hands, but may be slightly more. A light-weight hunter is not expected to carry over 165 pounds; a middle weight, is expected to carry from 165 to 190 pounds; and a heavy weight, 190 pounds or over. Fig. 33 shows a noted hunter, Rock Crest, owned by Frederick Bull, of New York City.

48. Cavalry horses, as the name implies, are horses used by the government for cavalry mounts. For this service, the government requires geldings of uniform and lasting color. They must be in good condition, from 4 to 8 years old, weigh from 950 to 1,100 pounds, and be from 15 to $15\frac{3}{4}$ hands high. Like artillery horses, they are purchased by contract, orders being given to the lowest responsible bidder. A typical cavalry horse is shown in Fig. 34.

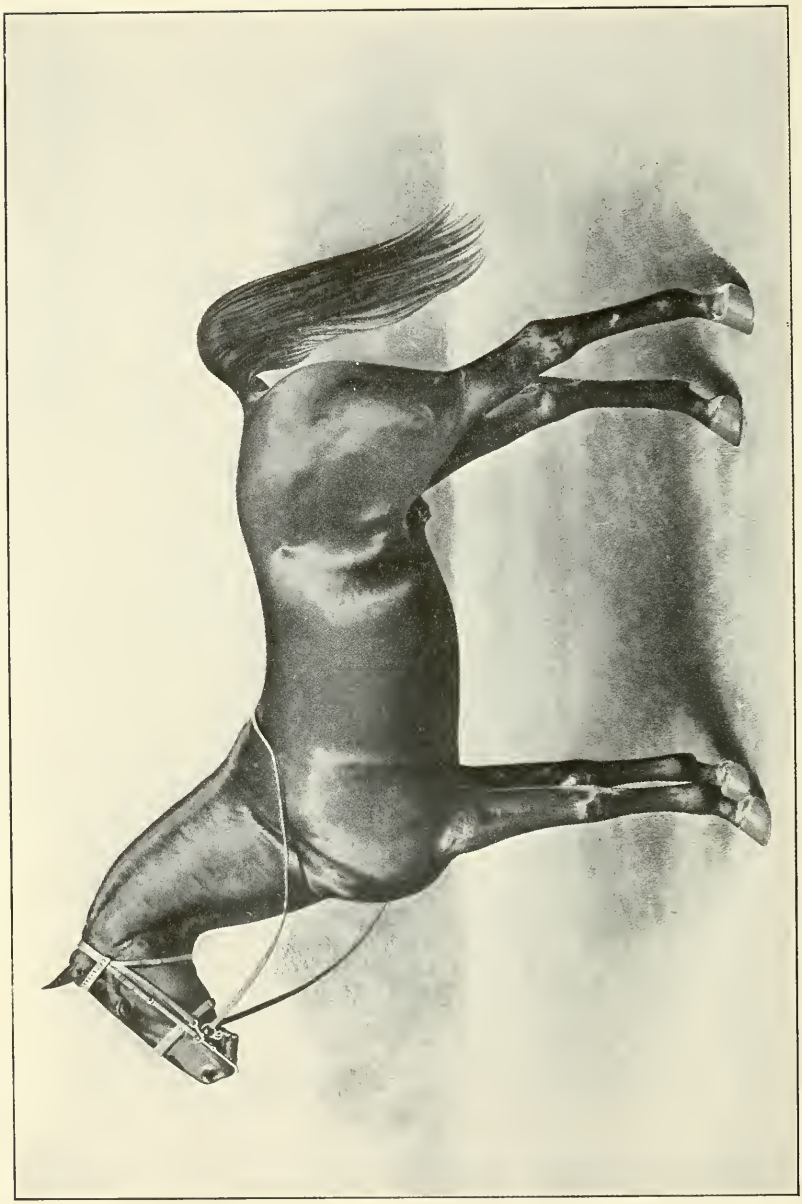

Fig. 31

Fig. 32

Fig. 33

FIG. 34

Fig. 35

49. Polo ponies are small saddlers that are used in playing polo. The four essentials which they must possess are a specified size, weight-carrying ability, agility, and speed. The rules of the American Polo Association fix the maximum height of Polo ponies at $14\frac{1}{2}$ hands, but the rules are frequently disregarded. The limits in weight are from 850 to 1,000 pounds. Although the larger ponies may have the advantage over the smaller in weight and speed, it is generally conceded that they are not so quick to stop and start, which is a very important requisite. They should possess a conformation indicative of strength and endurance, and also possess a marked degree of intelligence, for if they are not capable of acquiring an education they are worthless for polo. They must be sure footed, quick on foot, and dextrous in starting, stopping, and turning. A polo pony is shown in Fig. 35.

TYPES, BREEDS, AND MARKET CLASSES OF HORSES

(PART 2)

EXAMINATION QUESTIONS

(1) What is the standing of the Clydesdale breed in America?

(2) For what kind of mares do Shire stallions make an excellent cross?

(3) How do Percherons compare in weight with horses of the other draft breeds?

(4) In what respect does the Percheron excel the horses of all the other draft breeds?

(5) Explain the misapplication in America of the term French Draft breed.

(6) In what points are Clydesdale horses superior to those of other draft breeds?

(7) What characters distinguish Belgian horses from other draft horses?

(8) What commendable qualities are possessed by the progeny of Belgian sires?

(9) For what purpose are Suffolk horses particularly suited?

(10) With respect to what point do English and American breeders of Shire horses differ?

(11) What is the standing of the Suffolk breed in America?

(12) Give the names of the different market classes of horses and the subclasses of each.

(13) What may be said of the demand for draft horses and the prices that may be obtained for them?

(14) In what respect do loggers differ from heavy draft horses?

(15) What are the height and weight requirements for farm chunks?

(16) How do eastern and export chunks differ from draft horses?

(17) What is the chief use for southern chunks?

(18) What is meant by the term *money horse?*

(19) What are the market requirements for coach horses?

(20) With respect to action, how do cobs differ from coach horses?

(21) For what purpose are park horses used, and what qualities are demanded in horses of this subclass?

(22) What are the market requirements for roadsters?

(23) What gaits must be possessed by a five-gaited saddler?

(24) How do three-gaited saddlers differ from five-gaited saddlers?

(25) Give the market requirements for hunters.

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